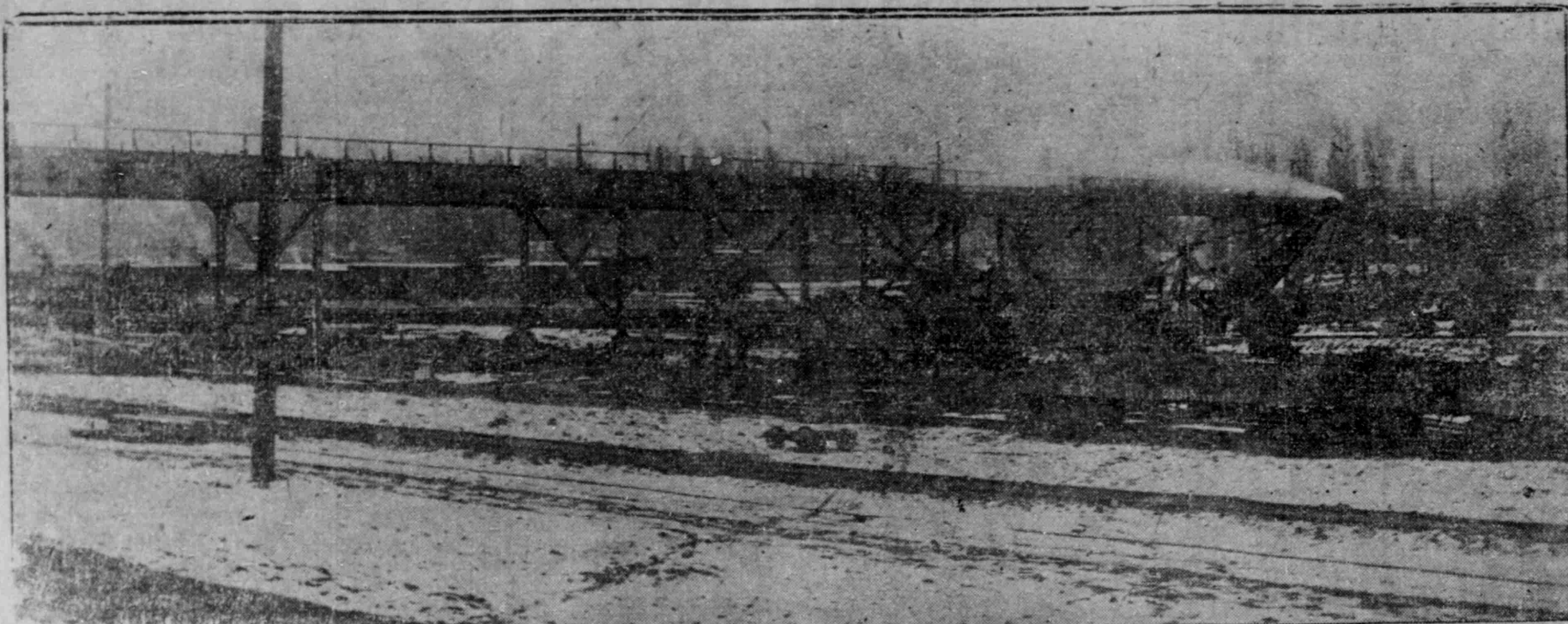


## Steel Viaduct Over Short Line Tracks and New Freight Depot About Completed



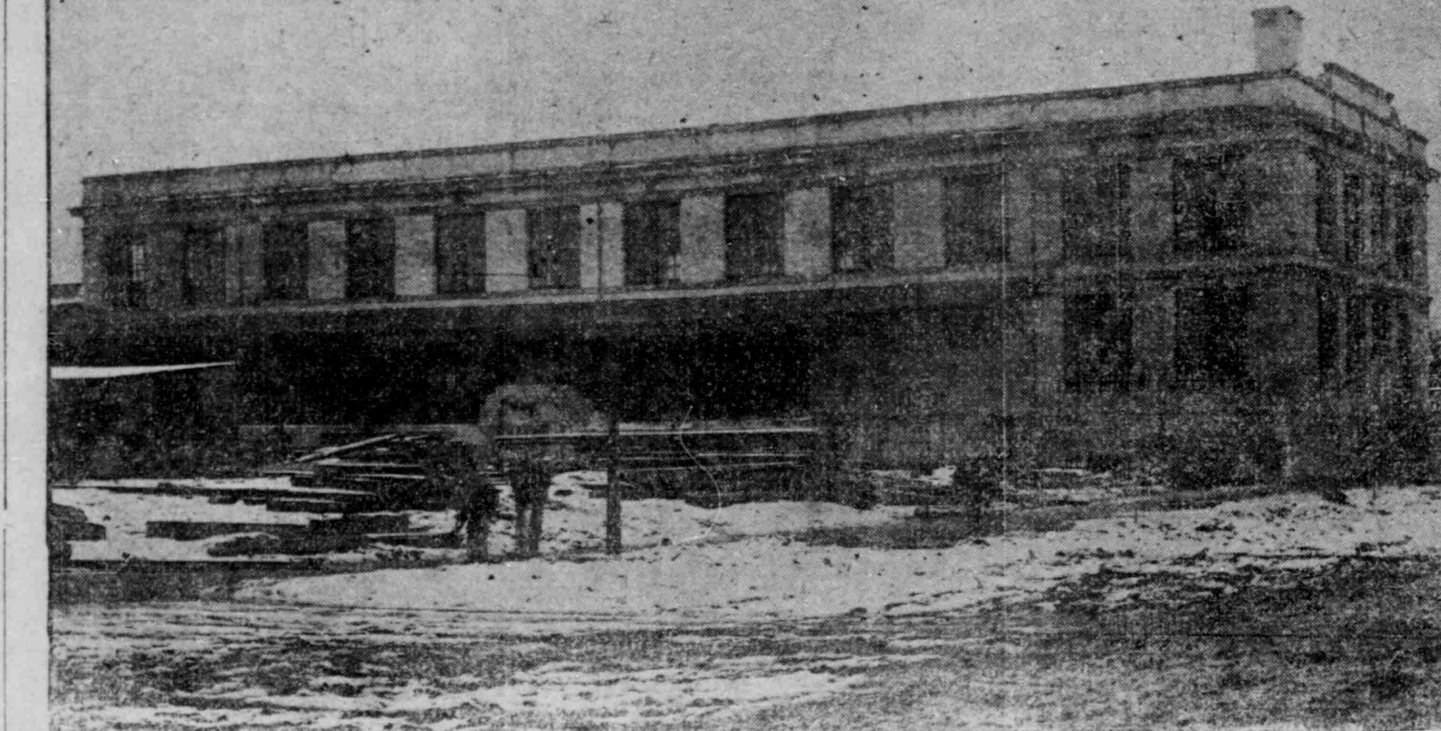
Above is the new viaduct over the Short Line tracks at North Temple. At the right is the new Oregon Short line Freight depot.

One million dollars is the amount mentioned as the probable cost of the improvements now under way in the yards, buildings and general depot facilities of the Oregon Short Line in Salt Lake. Nor does this estimate include the cost of the new passenger depot, work on which is expected to be commenced early in the spring.

The new freight sheds and offices are completed, the building of the great viaduct, nearly 1,000 feet in length, is nearly finished, and the yards are being put into shape for the further improvements contemplated. In addition there are other buildings, such as storehouses and special freight sheds.

By means of this viaduct traffic of all kinds will be enabled to pass over thirteen tracks, no matter how many trains and locomotives may be passing. It has two roadways besides a wide raised-in space for the use of pedestrians. It stretches from the east side of Third West street on North Temple, to a point in the middle of the block between Fourth and Fifth West streets. It is constructed entirely of steel, and at the highest point is probably fifty feet above the ground. The steel is all in position and the flooring is now being laid.

Work on the structure was commenced about a year ago, and week by week and month by month the progress has been rapid and steady. The great blocks and braces of steel of which the bridge is composed were made for the most part at a distance of many miles from the place they now occupy, and the work of installing



it use, many of them weighing as high as seven tons, was accomplished by means of cranes. During almost the entire time occupied in the construction of the viaduct a second army of men was hard at work on the new freight depot, now finished and ready for occupancy. This building is admitted by railroad men to be the most nearly perfect of any freight building in the west. The first section of the building on First South street, is two stories high, and is taken up by the yard freight offices. Back of

this come the sheds proper, stretching north for a distance of 660 feet from the front wall of the building. The building is modeled upon the very latest requirements of the freight business. It is entirely fireproof throughout. The floor is of cement, the walls, roof and doors of steel and the window sills of concrete. A wide platform extends the entire length of the building on the east and west sides, the roof projecting over this to form a complete shelter from rain. It is on the east side that freight is distributed, while on the

west side five tracks are laid, and this number of trains can be emptied at once by means of steel platforms laid out by the yard freight offices. The building was built to meet the growing demands of the freight business of Salt Lake, and so carefully has it been planned that it will probably be many years before any addition to the present structure is required. For overflow freight, a covered platform has been provided on the west side of the depot, which will hold several thousand tons of merchandise. On both

sides of the five tracks below First South street are platforms and roadways for the elimination of needless work in the loading and unloading of carload consignments.

The entire yards from the northern to the southern extremity are being leveled by means of a steam shovel and a vast army of laborers. The earth and debris of all kinds is put aboard cars and hauled off to help in the filling in of some lower ground further north. When this is finished a stretch of level ground equal in area to several city blocks will be the result. A large part of the ground now vacant on the east side will be taken up by the new passenger depot, and the balance with minor buildings, trackage and other facilities.

### EXECUTE COLORADO MURDERER

Canon City, Colo., Jan. 12.—John McGarvey was hanged at the penitentiary tonight for the murder of his jailer, Edward Innes, at Grand Junction. McGarvey escaped from the jail and was nearly lynched when captured. He is said to have been the son of Barney McGarvey of Long Branch, N. J.

### THE VALUE OF CHARCOAL

Few People Know How Useful It Is in Preserving Health and Beauty.

### COSTS NOTHING TO TRY.

Nearly everybody knows that charcoal is the safest and most efficient disinfectant and purifier in nature, but few realize its value when taken into the human system for the same cleansing purpose.

Charcoal is a remedy that the more you take of it the better it is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of the system.

Charcoal sweetens the breath after smoking, drinking or after eating onions and other odorous vegetables. Charcoal effectively clears and improves the complexion, it whitens the teeth and further acts as a natural and eminently safe cathartic.

It absorbs the injurious gases which collect in the stomach and bowels; it disinfects the mouth and throat from the poison of catarrh.

All druggists sell charcoal in one form or another, but probably the best charcoal and the most for the money is in Stuart's Charcoal Lozenges. They are composed of the finest powdered willow charcoal, and other harmless antiseptics, in tablet form, or, rather, in the form of large, pleasant-tasting lozenges, the charcoal being mixed with honey.

The daily use of these lozenges will soon tell in a much improved condition of the general health, better complexion, sweeter breath and purer blood, and the beauty of it is, that no possible harm can result from their continued use, but, on the contrary, great benefit.

A Buffalo physician, in speaking of the benefits of charcoal, says: "I advise Stuart's Charcoal Lozenges to all patients suffering from gas, in the stomach and bowels, and to clear the complexion and purify the breath, mouth and throat. I also believe the liver is greatly benefited by the daily use of them. They cost but twenty-five cents a box at drug stores, and although in some sense a patent preparation, yet I believe I get more and better charcoal in Stuart's Charcoal Lozenges than in any of the ordinary charcoal tablets."

Send your name and address today for a free trial package and see for yourself. P. A. Stuart Co., 56 Stuart Bldg., Marshall, Mich.

**Perfect Eyesight**  
A blessing enjoyed by few in this age of electric lights and late nights. Many have defective sight who don't know it. We tell you free of charge.  
J. H. KNICKERBOCKER.  
New Location. 143 Main St.

**The Rayo Lamp**  
Cannot be equalled for its bright and steady light, simple construction and absolute safety. Equipped with latest improved burner. Made of brass throughout and nickel-plated. Every lamp warranted. Write to nearest agency if not at your dealer's.  
CONTINENTAL OIL COMPANY.

**CLAYTON MUSIC CO.**  
Leading Music Dealers,  
119-11-13 South Main St.,  
SALT LAKE CITY.

If you cannot come in person 'phone 65 for the correct time.  
**Leysons**  
JEWELERS  
SALT LAKE CITY

**THE NEW YORK HOTEL**  
Market street, one-half block west of postoffice; 100 rooms; bath with every suite; new, elegantly furnished.  
ALEX. J. STRATTON, Proprietor.

**E. F. Amussen Jewelry Co.**  
Watches, Diamonds and Jewelry.  
FINE WATCH AND JEWELRY REPAIRING.  
70 Main Street, Salt Lake City, Utah.

**Excursions East and West**  
Via  
**OREGON SHORT LINE RAILROAD**  
WEST  
JANUARY 19TH AND 21ST.  
From Salt Lake to:  
San Francisco or Portland and return.....\$31.50  
San Francisco and return via Portland.....\$44.00  
Los Angeles and return via San Francisco.....\$35.00  
Los Angeles and return via Portland.....\$47.50  
TICKETS LIMITED TO THIRTY DAYS.  
EAST  
JANUARY 22ND.  
From Salt Lake to:  
Denver and return.....\$19.75  
Omaha and return.....\$32.00  
Chicago and return.....\$44.50  
Kansas City and return.....\$32.00  
St. Louis and return.....\$39.50  
TICKETS LIMITED TO SIXTY DAYS.  
SEE AGENTS FOR FURTHER PARTICULARS.  
CITY TICKET OFFICE 201 MAIN STREET.

# Chicago to New York in 10 Hours

**Track Laying on the Chicago-New York Electric Air Line Railroad Will Begin Early in January.**

**Cars Will Begin Running Out of La Porte Within Ninety Days.**

**Stock Now Selling at \$32, But Advances to \$35 January 19. You Make a Mistake by Not Buying Now, Write or Wire. Don't Delay.**

### The New Year's Opportunity.

The New Year brings a great opportunity to the men and women of the country—the opportunity to make a fortune. TURN OVER A NEW LEAF. START THE NEW YEAR RIGHT. Men are poor or rich according to their opportunities and their courage to act. We furnish the opportunity. ACT! Start the year with this resolution: "I refuse to remain poor. The railroads of the country have made millions of those who helped build them. I WILL HELP BUILD A RAILROAD OF MY OWN. The Chicago-New York Electric Air Line Railroad is being built by the people of this country. I am going to have a share in this enterprise which offers me the opportunity of a lifetime. I AM GOING TO ACT."

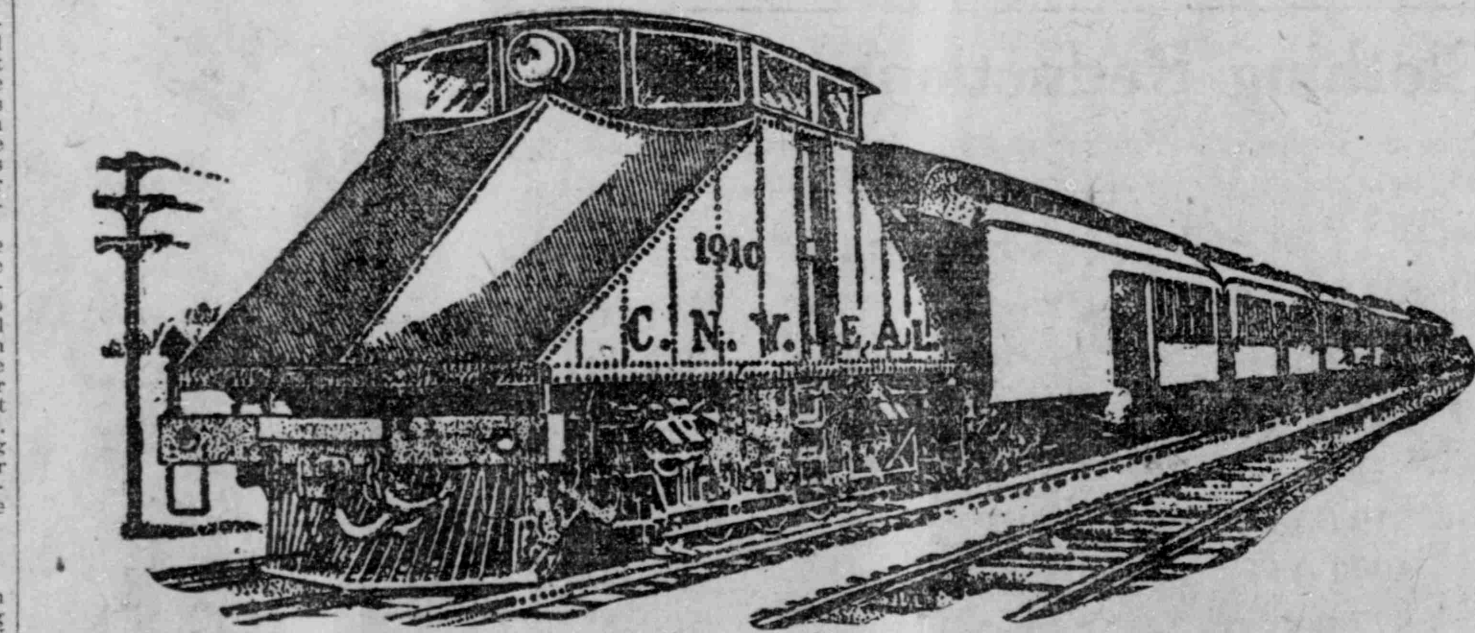
The wonderful sale of stock in the Chicago-New York Electric Air Line Railroad is increasing rapidly. Commencing last summer with a rush which astonished the management of the company, the sales have practically doubled every month since. Such emphatic endorsement of the enterprise leaves no shadow of doubt as to "where the money will come from" for building this great twentieth century railroad.

### Progress of the Work.

Meanwhile the work of construction goes steadily forward, notwithstanding this is the winter season. WITHIN NINETY DAYS CARS will be running out of La Porte, Indiana.

It happens that the first piece of road

needed by the company is that running out of La Porte, in order to facilitate the work of construction. Over this track the company can deliver its own materials, laying them down at precisely the point needed. Arrangements have been made for leasing the power necessary to run this portion of the road until the big powerhouse to be built on land recently purchased south of La Porte is completed. The grading for this piece of road has been obtained, seventy-five carloads of material have been ordered for immediate delivery and a part is already on the ground. Track laying will begin in January and unless there is unavoidable delay in the delivery of material, due to traffic congestion, April will see the first cars in operation.



One of the Hundred Mile-an-Hour Electric Engines That Will Take a Train to New York in 10 Hours.

### Every Mile a Paying Proposition.

The policy of the company is to build and equip a complete railroad one section at a time, and to operate that and succeeding sections while the remainder of the road is building. This is one of the strong features of the proposition which appeals to investors everywhere, because it makes possible a profitable business almost from the start. Every mile of the entire railroad from Chicago to New York will be a paying proposition for local business alone, to say nothing of the enormous traffic which it will command as a trunk line connecting the two greatest cities of the United States. As rapidly as possible this track from La Porte will be extended west with the result that before many months cars will be plying between La Porte and Chicago. This section will then

be built east to South Bend, then to Goshen, and so on until the railroad reaches New York. Meanwhile the completed divisions will be carrying money for the stockholders. Stock is rapidly selling at \$32 today. What do you imagine it will bring with the La Porte division operating profitably? That it will sell at par, \$30, or near par, need not be questioned for a minute.

This stock is the best opportunity for investment offered to the American people since Bell Telephone stock went begging for purchasers. It is the only opportunity men of comparatively small means ever had to get into a railroad enterprise "on the ground floor."

Start the New Year right. Write down an unalterable resolution that you will take immediate and all possible advantage of this unequalled opportunity to provide for the future of yourself and family.

## How You Can Buy Stock--Now

WE ARE OFFERING THE FULL PAID NON-ASSESSABLE \$100 PAR STOCK OF THE

**Chicago-New York Electric Air Line Railroad Company**

ON THE FOLLOWING EASY TERMS:  
\$ 32 buys 1 Share, pay down \$ 3.20 and \$ 3.20 per month for 9 months.  
96 buys 3 Shares, pay down 9.60 and 9.60 per month for 9 months.  
160 buys 5 Shares, pay down 16.00 and 16.00 per month for 9 months.  
220 buys 10 Shares, pay down 22.00 and 22.00 per month for 9 months.  
300 buys 15 Shares, pay down 30.00 and 30.00 per month for 9 months.  
480 buys 25 Shares, pay down 48.00 and 48.00 per month for 9 months.  
1,000 buys 50 Shares, pay down 100.00 and 100.00 per month for 9 months.

You can contract for any number of shares, paying for them in the same proportion. You can pay more down and more per month, if you desire, or you can pay in the entire balance due at any time, when a certificate will be issued.

The following telegram was received by J. F. Wood, Supt. of Construction, Co-Operative Construction Co., La Porte, Ind. The Co-Operative Construction Company is building this railroad.

**THE WESTERN UNION TELEGRAPH COMPANY.**  
INCORPORATED  
20,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.  
The Company's TRANSMITS AND DELIVERS messages only on conditions limiting liability, which have been accepted by the sender of the following message. Service will be guaranteed against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of telegrams. Messages beyond the amount of tolls paid in advance, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.  
Time and Charge for Telegrams—Messages and is delivered by request of the sender, under the conditions named above.  
ROBERT C. CLOWRY, President and General Manager.

RECEIVED  
Dated Jan 10 1906  
To J. F. Wood Supt of Construction Co-Operative Construction Company La Porte Ind  
Referring to your telegram of December 8th we have five hundred two fifty paid rates on hand. We feel we have eleven hundred thirty one on hand which would like to see you hope you will decide promptly.  
C. C. C. Co.

To which he replied with the following message:  
**POSTAL TELEGRAPH COMMERCIAL CABLES**  
CLARENCE H. MACKAY, President.  
**TELEGRAM**  
The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this message subject to the terms and conditions printed on the back of this blank.  
COUNTER NUMBER. TIME FILED. CHECK  
At the following message, without repeating, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.  
To Carnegie Steel Co.  
Pooking Bldg.  
Chicago Ill  
Referring to your telegram of December 8th will accept eleven hundred and thirty four of steel and you have on hand for immediate shipment to the Co-Operative Construction Co. La Porte Ind.  
W. C. C. Co.  
All applications should be sent and remittances made payable to  
**Southwestern Securities Company,**  
Western Fiscal Agents, Chicago-New York Electric Air Line Railroad Co.  
Main Offices—200-220 Delbert Block, 943 Van Ness Ave., San Francisco, Cal.  
Branch Offices: 615-616 Central Bank Bldg., Oakland, Cal.; 610-611 Elitel Bldg., Seattle, Wash.; 205 West First St., Los Angeles, Cal.

**SUBSCRIPTION COUPON.**  
SOUTHWESTERN SECURITIES COMPANY,  
200-220 Delbert Block, 943 Van Ness Ave., San Francisco, Cal.  
Fiscal Agents Chicago-New York Electric Air Line R. R. Stock.  
Inclosed find.....(say whether full or partial)  
payment for.....shares of stock in the Chicago-New York Electric Air Line Railroad.  
Name.....  
Address.....  
S. L. H.

**INFORMATION COUPON.**  
SOUTHWESTERN SECURITIES COMPANY,  
200-220 Delbert Block, 943 Van Ness Avenue, San Francisco, Cal.  
Please send particulars of the CHICAGO-NEW YORK ELECTRIC AIR LINE RAILROAD COMPANY to:  
Name.....  
Address.....  
S. L. H.